Time Allowance Scale May Be Reduced Talk of Making Separate Rules for Each Class-A Season of Small Boat Racing Coming-The Queen to Cruise.

The rules question is troubling yachtsmen again, and next Wednesday evening the dele-gates to the Atlantic Coast Conference, which is called to meet at the New York Yacht Club. will have to tackle some of the things that yachtsmen want changed. This conference is urely an advisory one. The delegates have no ower. Whatever they do has to be ratified their own associations and clubs later, so that even if changes are agreed on they may ot be generally adopted.

There is, however, still a feeling among yacht clubs in favor of uniformity, and for the sake of having the same rules it is probable that whatever a majority of the delegates at the conference agree to will be ratified by the Those who may oppose the suggested hanges think that if they are not generally or the good of the sport after they have been tried for a season they can be changed; if they are good those who opposed them will admit that they were wrong. As long as there is this feeling among yaohtsmen the sport is bound to improve and gain in popu-

sport is bound to improve and gain in popularity.

There is a growing feeling among yachtsmen, however, against the present rule. Why it is opposed is hard to say, but owners of large yachts do not favor it. They find fault with the formula and declare that it is too complicated and that there is no certain way of finding a yacht's true rating. They admit that the rule has turned out a vessel of good model, that is fast and seaworthy, but they argue that while it works satisfactorily in individual classes it is not a good rhle under which to classify large and small yachts and that under its classification the smaller yacht especially with the present scale of time allowance has too great an advantage.

scale of time allowance has too great a vantage.

One well known yachtsman who has sailed many of the largest and fastest yachts of modern years thinks that it will only be a matter of time when the rule will be abandoned altogether and in its place there will be separate rules, restrictions and allowances for each class. He points out that the 21 foot raceabout class was the best for racing that has been seen in many years. In 21 foot raceabout class was the best for racing that has been seen in many years. In that class the designer had lots of leeway in which to work out his own ideas and so produce what he thought would be the fastest boat on a given length and that with that class in mind restrictions will be framed for all

It is generally conceded that it is impossible to find a rule that will be satisfactory both to to find a rule that will be satisfactory both to the large and the small yacht. The present rule has come very near to filling this want, but the small yacht has an advantage in the deputh limitation.

but the small yacht has an advantage in the draught limitations.

The draught rule is "the limit of draught of yachts shall be in feet; 0.15 times the L plus 2.50." It is the arbitrary allowance of 2.50 feet that causes the trouble, which is out of proportion. Two and a half feet on a 90 footer is in mothing like the proportion of 2.30 feet to a 15 footer, and consequently the smaller boat has in this an advantage. Thomas Fleming Day is much opposed to mplex rules. He is in favor of making strictions as simple as possible, and retring to the rule question in the latest issue the Rules in the latest issue.

reatrictions as simple as possible, and referring to the rule question in the latest issue of the Rudder he says:

"You people are killing yachting with your complicated rules and restrictions. I have told you this a hundred-ftimes, but you don't believe me. Some day you will, when I have passed out of port. Then you will come up and expectorate over my green mound and say with a sigh, That old chump knew what he was talking about after all." A man came to me the other day and said: 'Old man, I believe you are right; this rule and restriction business is bad for yachting, and I have hauled over on your side.

"Now that man, was one of those who most warmly advocated the present rule and helped to get it adopted. But none is so utterly lost but that he may be saved. And I am hoping to make some more converts among the wicked before the roses bloom.

unrestricted class and see how soon things pick up and get jumping.

"Leak at ocean racing run under the simplest of rules and the casiest of conditions, is it growing? The it up in red tape and in a year it would be like the glories of Nineveh, what killed yachting in Great Britain? Ittues and restrictions, the result of the control and conducting of the sport getting into the hands, of pseudo-scientists and amateur mathematical faddists. Freedom, Ireedom, my boys, is the only thing that has or ever will make things flourish."

It is very probable that this will be a season for small yacht racing. Some of the owners of the large yachts have announced that their vessels will not be in commission and others have said they will cruise or if they race if will be only during the cruise of the New York Yacht Club.

Yacht Club.

The Queen, owned by J. Rogers Maxwell, will be raced during the cruise. This is because it is probable that there will be no other schooner in the Queen class during the rest of the yachting season. In the cruise that yacht can take part in the squadron runs for the special prizes and can race for the Astor cup, where she will meet all schooners in one class and in the race for the King's cup, where she will meet all yachts.

cup, where she will meet all yachts.

The Elmina, owned by Rear Commodore
F. F. Brewster, will be used for cruising.

Commodore Brewster has won many races
and had lots of sport with his yacht. He
did contemplate changing the bull considerably, so that she might better fit the did contemplate changing the hull considerably, so that she might better fit the present rule of measurement. This would have meant lengthening the yacht on the water line, shortening the overhangs and putting in a centreboard. It would have been a big undertaking, but Capt. Dennis and A. Cary Smith, the designer of the yacht think that with these changes the Elmina would be able to defeat the Queen.

The Ingomar, which raced consistently last season against the Queen and the Elmina, will not be in commission this year unless Morton F. Piant changes his mind.

There will be a new schooner out which will in all probability take part in some races. Commedore E. Walter Clarke of the Corinthian 'acht Club of Philadelphia has sent the 60 foot sloop Irolita to Herreshoffs' at Bristol and is having the yacht changed from a sloop to

s having the yacht changed from a sloop to schooner. As a sloop the Irolita had to neet the Effort, Neola and Weetamoe and did not have much success. As a schooner the should be able to win some good races,

she should be able to win some good races, as there will be no boats as good as the Effort in her class.

The Avenger, owned by Robert W. Emmons, 2d, the yacht that caused the trouble in the foot class through being built to just get into the class and so get the benefit of full time allowance, it is said will not be in commission. This will leave the Winsome, Aurora and Istalena alone and able to sail races in the trim for which they were designed and the battles between the three will be one of the features of the season.

It is probable that Harry L. Maxwell will have the Yankee in commission. He thinks that if at the conference of yachtsmen to be held next Wednesday the scale of time allowance is cut down to 80 instead of 70 per cent. of the full theoretical allowance the Yankee will have a good chance of success. He figures that the Effort is the yacht that the Yankee will have to beat to win most of the big cups during the season and that with a reduced allowance the Yankee will do well. The Yankee raced against the Effort two years ago and was beaten and these two competing again will furnish some interesting races.

At the annual meeting of the Hingham

competing again will furnish some interesting races.

At the annual meeting of the Hingham Yacht Club on Thursday evening the following officers were elected for the season of 1968: Charles B. Barnes, Jr., commodore; Alfred L. Lincoln, vice-commodore; Charles M. Scudder, treasurer; J. Samner Fowler, secretary; William H. Canterbury, George Webber, Francis H. Coleman, Ralph C. Stoddard and W. I. James, regatte committee, and Alfred L. Lincoln, delegate to Y. R. A.

The Newport Yacht Club has received from L. Lorlllard, Jr., a number of valuable cups for the 1908 racing season, among which are a championship trophy for the yacht making the best record in the weekly races; a cup known as the Arrow cup to the boat making the second best record. The Sigma cup, also offered by Mr. Lorllard, must be won by the same boat three times to allow its holder to take final possession, the winner of the Arrow cup being the boat to take a leg in the Sigma trophy.

SKATERS DISAPPOINTED.

SKATERS DISAPPOINTED.

No Red Ball at Van Cortlandt-Another

Thaw Before There Will Be Skating. big crowd of skaters of all ages travelled to Van Cortlandt lake yesterday afternoon in hopes that the red ball might be holsted same hour of the day. They hung around intil dark, with their skates tucked under their arms and casting longing eyes at a few curlers who had found a smooth patch and were enjoying themselves in real earnest.

It was learned that the present sheet of ice will got be available at any time for skating. It is rough snow ice and is formed in ridges all around the lake, a condition which would be dangerous to a skater who tried to clide on the surface. The wind which tossed the wet snow into drifts caused the ridges to form and now they are frozen hard. The only remedy, those in charge of the lake stated, would be a thaw and then freezing again, which would cause a thin layer of smooth ice over the rough surface. Van Cortlandt lake vesterday afternoon

Harvard and Yale and St. Nicholas Crescent Unbeaten to Date.

In each of the hockey league teams there are two teams that have not been beaten so far in their respective series. The St. Nichoms and Crescent A. C. teams are the two in the amateur league tournament and Harvard and Yale in the intercollegiate tournament.
In each tournament, however, things are

working up to a climax and something will be shown very soon that will give one team a decided lead. In the amateur hockey league this may happen this week. On Tuesday evening the Wanderers and Hockey Club team meet and will fight for tailend honors. Neither of these teams has yet won a game. The Wanderers started out bravely. The backers of this club before the tournament started were willing to back their players against any team in the league and were offering to take odds that the Wanderers would win the championship. team started with the Crescent Club

and in that game met a team which included three men who are not on the regular seven, but were defeated in what has so far been the closest and roughest game of the season. It took an extra period to let the Crescents It took an extra period to let the Crescents win. The Wanderers then met the N. Y. A. C. team and were badly beaten, and last week they were beaten easily by the St. Nicholas team and were unable to score.

The Hockey Club first met the St. Nicholas seven and put up a good fight. Twice they tied the score, but toward the end of the game the St. Nicholas team scored two more goals. Then the Hockey Club played against the Crescent team and were beaten by a score of 5 to 2. Hockey enthusiasts are of the opinion that on Tuesday when the Hockey Club will win. The game, however, is sure to be a hot one and well fought to the finish. The Crescent A. C. will meet the New York A. C. on Thursday evening at the St. Nicholas Rink. The friends of these two clubs have practically bought out the entire house, a few seats having been retained for the regular patrons of the rink who are not members of either of these clubs. The New York players are fast and have shown up well so far. They have won from the Wanderers and were beaten by the St. Nicholas team by a score of 4 to 3.

With the Crescent team having Liffton.

oeaten by the St. Nicholas team by a score of 4 to 3.

With the Crescent team having Lifftton. Shirreff, Shiebler and probably Dobby on the line and with Wall, O'Flynn and Lang in the defence, the New Yorks will have a hard proposition before them. Should the New Yorks win it will give the St. Nicholas team a lead in the tournament, but if the Crescents win it will be a repetition of last year's tournament and the fight will be between the Crescent and St. Nicholas teams and these two will meet on Thursday, February 6, when the first half of the tournament will end. The standing of the teams in the amateur league tournament is as follows:

Wanderers H. C. 0 3 000

Three more games are to be played in the intercollegiate tournament and now Harvard and Yale have each two victories and no defeats to their credit. Columbia has finished her series and scored one victory defeating Dartmouth. Dartmouth's showing this year was a disappointment. The team started well by defeating Princeton, last year's changions, but when the Dartmouth team met Yale and Columbia it was in very poor shape and three players were ill. Yale won, getting revenge for last year's defeat, and Columbia, much to every one's surprise, scored a victory.

much to every one's surprise, scored a victory.

Dartmouth has to play Harvard and may
be in better shape when that game is played
at Cambridge on Saturday, February 8.

Princeton has suffered one defeat and on
February 8 will play against Yale in the St.

Nicholas Rink. The final game of this tournament will be played on February 15 and the
teams will represent Harvard and Yale. The
standing of these teams is as follows:

College.

HARVARD WINS AT HOCKEY. Outplays McGill University Team, Scoring

S Goals to 2. CAMBRIDGE, Jan. 25 .- Harvard defeated the hockey team of McGill University of Canada by the score of 8 to 2 this afternoon in a fast and cleverly contested game. vard's players outskated the Canadians and

vard's players outskated the Canadians and their team play was better. Pell, Hicks and Rumsey played brilliantly for Harvard and shot with the greatest accuracy. For McGill Raphael and Roberts were the most effective. Raphael scored one of Harvard's goals in attempting to knock the puck away from his own net.

This is the second Canadian team the Crimson has defeated this week. On Wednesday Harvard beat the Bishop's College leam of Quebec, 4 to 0. The score of today's game is the same as that of last year's game between these two teams, but last year it was in flavor of McGill.

West Point Wins at Hockey.

WEST POINT, Jan. 25.-The West Point Cadet hockey team defeated the Trinity College team by a score of a goals to 0 to-day he Cadets played together and shot better than the Trinity boys. Gordon started the goal making with a beautiful shot from the side of the risk. The half ended 1 to 6 in the cladets favor. In the second half the trinity boys went to pieces and allowed the Cadeta to make five more goals. The shooting of Gordon and the blocking of Besson were the features of the game.

RACING AT NEW ORLEANS.

Burlew and O'Neill three-year-old, fo-day settled all arguments regarding his class in the King Cotton Stakes by galloping over Barney Schreiber's Jack Atkin, the king of Barney Schreiber's Jack Atkin, the king of sprinters here, with remarkable ease. The pair scared the balance of the field out of the race. Chapultepec was a 3 to 10 favorite, and McDaniel had him under raps from the first quarter to the finish. Jack Atkin was hopelessly beaten before the half mile pole was reached. The time, 1:42 3-5, was very fast considering track conditions.

Corrigan's Anne McGee, a daughter of Marta Santa California, won the two-year-old race very easily and gives promise of develop-Maria Santa Caulfornia, won the two-year-old race very easily and gives promise of developing into the best filly here. In the full gourse steeplechase Bell the Cat, 20 to 1, repeated by beating Profitable a neck. The latter was perhaps best and might have won but for McClain on the winner carrying him out in the run through the last sixteenth.

McClain on the winner carrying him out in the run through the last sixteenth.

First Race—Three furlongs—Anne McGee, 112 (Koerner), 8 to 5, won; Lady Chilton, 100 (G. Swain), 12 to 1, second: Craftsman, 106 (V. Powers), 3 to 1, third. Time, 0:36 2-5. Miss imogene, Lady Leota, May Fly Fast, Servicence, Lady Hammon, Sir Daria, Jack Coombs, The Slicker, W. A. Leach and Claiborne also ran.

Second Race—Steeplechase, full course—Bell the Cat, 144 (McClain), 20 to 1, won; Profitable, 145 (McRinney), 9 to 1, second; Pete Vingar, 145 (Welton), 5 to 1, third. Time, 403 3-5. Creolin, Gold Run, Bank Hollday, Rip and Peter Jacker also ran. Aules and Little Wally fell.

Third Race—Six furlongs—Gold Proof, 107 (C. Koerner), 9 to 10, won; E. T. Shipp, 95 (W. Ott), 7 to 1, second; Hefmed, 94 (Skirvin) 20 to 1, third. Time, 1:13. Avaunteer, Posing, Chief Mayes, Spion, Fourth Race—Ring Cotton Stakes, one mile—Chapultepec, 104 (McDaniel), 3 o 10, won; Jack Alkin, 116 (V. Powers), 14 to 5, second. Only two starters.

Fifth Race—Six furlongs—Bisk, 108 (McDaniel),

Atkin, 116 (V. Powers), 14 to 5, second. Only two starters.

Fifth Race—Six furlongs—Risk, 108 (McDaniel), 13 to 10, won; Stoneman, 100 (Duheb), 10 to 1, second; Orena, 105 (C. Koerner), 9 to 2, third. Time, 1:16 1-5, Biuleen, Bulkhead, Tea Leaf, My Love, Silver Cap, Floridagien and Ansonia also ran.

Sixth Race—One mile and a sixteenth—Lord Lovat, 108 (W. Pit), 6 to 5, won; Halbard, 102 (J. Lee), 3 to 1, second; Minot, 97 (Dubel), 12 to 1, third. Time, 1:51 2-5. Lemon Girl, Katle Powers, Lady Onkland, Grenade Young Sievens, Granada, Sister Polly, Merry Belle, and Husted also ran.

Seventh Race—One mile and a quarter—Red Gauntlet, 107 (J. Lee), 3 to 1, won; Lancastrian, 111 (V. Powers), 8 to 1, second; Flavingn, 96 (S. Flynn), 6 to 1, third. Time, 2:12 1-5. Belleview, Donna and Sea Saft also ran.

RACE AROUND BERMUDA. Lady Isles Wins on Time Allowance-Zena Loses Part of Mainsail.

BERMUDA, Jan. 25.—Five boats started resterday in the race around Bermuda for a yesterday in the race around Bermuda for a purse, the Lady Isles, the Zena, the Marguerite the Dainty and the Wizard. Three finished the race. There was a heavy sea and considerable wind.

The Zena, owned by Mr. Burrows, had part of her mainsail torn away early in the race, but repairs were made, and the boat pluckily continued, finishing first.

The race, however, went to Gov. Wodehouse's Lady Isles, which finished 'second on a time allowance of eighty minutes. Lord Hamilton's party was on board the Lady Isles.

Special Cable Despatch to THE SUN.

McKay Captain of Amherst Swimming

Team. Donald D. McKay, '00 has been elected captain of the Amherst swimming team. I wo dates for meets have been arranged with Brown and Williams. There will be apphomore-freshman swimming meet next month and other class meets will be arranged.

AMONG THE AUTOMOBILISTS

DRIVERS TO BE GREAT FACTORS IN BRIARCLIFF TROPHY RACE.

Opinion Expressed That Foreign Cars Will Make Better Showing on Hard Course Than American Machines Because

More Experienced Pilots Are Engaged. An automobilist who is well posted concernng racing usages here and abroad said yesterday that he feared the American entries in the stock car road contest for the Briarchiff trophy in Westchester county on April 24 would not make ay good a showing as the imported machines, largely because the foreign cars will be handled by drivers who have had more experience in road racing than their merican opponents.

He declared that no amount of competition on circular tracks or experience in endurance events of different sorts could enable a driver to acquire the skill required to make a satisfactory pilot of a competing car in a big road contest where speed is the main consideration, even though the cars be limited as to the size of their engines, as will be the case for the Westchester county event. He thinks that only in speed races that have been run on highways, such as are annually promoted on the continent of Furope and in Great Britain. can a driver acquire the knowledge and acquaintance with conditions and emergencies hat are likely to be met with in the course of a 300 mile event.

Singularly enough, he says, the amateur owners of cars that have entered their machines in the Briarcliff trophy contest have picked out men who have had experience in oad racing, while the American manufacturers are generally figuring on having their ntries driven by men whose only experience in racing has been acquired in track events, with whatever added experience they may have gained in fast schedule ndurance runs. Drivers of experience who have been over the course in Westchester county upon which the Briarcliff trophy contest is to be run declare that it will be a ourse that will not only be a severe test for the competing cars but that much will depend upon the drivers of the different cars. It is because of the admittedly hard course that the opinion is expressed that the foreign cars are likely to show up best.

The contest committee of the Long Island automobile Club of Brooklyn, consisting of Pardington, chairman; C. G. Arnold and F. D. Bandell, held an important meeting recently, when the work for the coming year was outlined. It is expected that several novel and original competitions will be held inder the auspices of the organization of which preliminary announcements will be made during the next thirty days.

At the recent annual election of the Rich mond County Automobile Club at St. George, Staten Island, Charles A. Schultz was elected president. The other officers elected were: Vice-president, O. W. Sprigg; secretary, J. J. Worrell, trustve for three years, Dr. J. W. Musgrow. Musgrove.

New York State has authorized the expenditure of \$101,000,000 for the building of a modern waterway, much of which simply enlarges the route of the famous Eric Canal, says the Automobile. It has been suggested that the 325 miles of practically level road represented by the towpath of the old waterway, or in view of the indefinite delay in the completion of the new canal and the political scandals growing out of it, the canal itself be filled in to form what would undoubtedly be one of the greatest highways that any state in the Union could boast of. The State has piedged itself to the completion of the barge canal, but that might be entirely changed by an avaianche of public sentiment in the not distant future.

By taking advantage of the bed of the canal a vast amount of preliminary work and its cost would be avoided, and as the route of the canal is naturally characterized by long straight stretches and sweeping curves of large radius, the actual rise to be overcome being so small that when distributed over but a small portion of the available distance, the grade would be imperceptible. In fact, to those at all familiar with roads or road building it is hardly necessary to dilate upon the tremendous advantages that would accrue to the State from the successful completion of such a highway as this, and it is next to impossible to estimate the benefits that would be derived therefrom. New York has shown its progressiveness in the matter of good

The California Women's Automobile Club held a meeting early this month in San Fran-cisco at which the members elected Lady Beatrice Montague of London an honorary member. At the same meeting they listened to a laik on ignition by an experi

An enterprising fruit company of Riverside, Cal., has adopted an automobile truck for the purpose of hauling oranges from the groves to the packing houses. It is the first motor truck to be used in California for such a purpose and the other fruit grovers are showing much interest in the undertaking. The vehicle has a capacity of five tons and can haul 200 boxes of fruit, while a trailer can be attached to haul 100 boxes more. Hauling 300 boxes of fruit at one time will do away with four teams, while the decrease in maintenance expense and the saving of time should amount to considerable.

Chaptiltepee Proves His Class by Beating

Jack Atkin at a Mile.

New Orléans, Jan. 25. Chaptiltepec, the Burlew and O'Neill three-year-old, fo-day settled all arguments regarding his class in

both.

At the Pope-Toledo factory in Toledo they believe they have settled the dust unisance and pointed a way to a phase of road improvement. The clant covers a large area. At the rear of the factory buildings is a circular speedway, while between the buildings are driveways. These roads are subjected to very severe use from testing cars constantly passing over them, going out and returning to the factory, generally at high societ heavy traffic of large trucks, heavy before discontinuous cars and other vehicles. Naturally these drives and the speedway created lots of dust and required constant repair. Much experimenting has been done, and the factory people say they have fluily hit upon a good treatment which gives excellent results and is very economical. The factory has its own steel treating furnaces, some oil heated, and it is the sediment from the crude oil used in the heaters, sprinkled with an optimary sprinkling can, over the surface of the roads, that has improved the neighborhood of the plant. Three treatments a season, it is said, makes the roadbeds waterproof, lays the dust, and prevents ruts and breaking of embank-ments.

CURLING.

Scratch Rinks Play at the Van Cortlandt Lake-Big Match Postponed.

The Scots vs. Americans international bonspiel scheduled for Van Cortlandt Park esterday was not played owing to the rough ce, but some of those who came to take part n the big event managed to indulge in an impromptu match. A patch of ice was scraped clear of the snow on the lower elbow of the lake and here two rinks were formed. On rink No. 1 the veteran skips Willie Stewart and Dannie MacKaskill opposed each other. It was "howe" ice and many of the "stanes" were "clocker hens." They did not even reach the "hog score." After half a dozen ends had been curled Willie Stewart got a lead and he kept it to the end, winning by 5 shots.

ot a lead and he keps.
y 5 shots.
The Archibald family was in evidence on ink No. 2, there being three on one side, and ink No. 2, there being three of the clan, Harry archiballing archiballing. The Archbald family was in evidence on rink No. 2, there being three on one side, and that was skipped by one of the clan, Harry by name. He had Jack Stirling as opposing skip and they had a nip and tuck battle for a while. However, as the game progressed Stirling's men seemed to find the tee more frequently and won by the big margin of 17 shots.



In One Sided Game the Army Beats Colgate. WEST POINT, Jan. 25.-In a onesided game here to-day the West Point Cadets defeated the Colgate basketball team by a score of 51 the Colgate basketball team by a score of 51 to 23. The Cadets shot and guarded better than the up-State boys. Elling started off, making a basket and Beardslee soon followed. The Cadets held the lead throughout the game. The half ended 23 to 10 is, the Cadets favor. In the second half Beardslee split his finger and was relieved by Catron. Soon after Conard took Elling's place. INTERSCHOLASTIC SPORT.

Attempt to Form Hockey League Falls Through-New Classification:

An attempt was made last Monday to form an interscholastic hockey league in Brooklyn. Manual Training High sent invitations to Boys' High, Commercial and Erasmus Hall to send delegates to a conference at the Manual High School, and it was hoped that the league could be formed then, but as the Boys' High delegation was the only one to appear the movement fell through, and it has been given up altogether. When Garnus, the man-ager of the Manual bookey team, tried to arrange with Mr. Ebbets, who is the manager of the new skating rink at Washington Park to have his team practise and play there he was told that his request could not be considered unless a league of the Brooklyn schools was formed. Mr. Ebbets wanted at least five teams in the league, and also wished Poly Prep to be included in the number.

Acting upon these suggestions. Gamus at once sent his invitations to the above mentioned schools, but not to Poly Prep, as this school is already a member of the New York Interscholastic Hockey League. Mr. Ebbets's reasons for wanting Poly in the propose league are very evident. It is one of the most popular boys' schools in Brooklyn and there would naturally be a large attendance at all of its games. Manual will do nothing more to bring about the desired league and any forther action will have to be on the par Commercial or Erasmus Hall. Boys High and Manual, however, made an agree ment to play a game as soon as the weather permitted.

Hockey is a new sport at Manual this year Very few of the men have ever played the game, and all the practice which they have had thus far has been held in the gymnasium, so that little can be expected of the team this season. Boys' High has had a team for some time, but this year's aggregation has also spent little time on the ice and is consequently in poor form. Erasmus has had no team for in poor form. Erasmus has had no team for two years on account of poor facilities for practising and the same difficulty is being met this year. The Poly Prep squad has been busy all winter at the St. Nicholas rink and it is espected to give the other teams in the league a hard run for the championship.

Poly won the championship last year, but not without a great deal of dissatisfaction to the other schools concerned. It will be remembered that the backstay of the team was Clyde Martin, who was disqualited from the A. A. U. for competing in an outlaw meet. He was still allowed to play on the team, however, and this brought forth protests from the Cutter and Groff schools. A meeting of the league delegates was called and a vote taken upon the matter. Cutter. Groff and Irving schools voted to disqualify the Poly team and Berkeley and the Columbia Grammar School sustained Poly. The Irving School delegates were induced to change their minds and upon a second ballot Poly won out.

Cutler maintained its stand and when came to the final championship game, refused to meet Poly with Martin on the team refused to meet Foly with Martin on the team, and Poly got the championship by default. The team held the Columbia varsity to three goals in a recent game. MacAvity, captain of last year's team: Thayer, Bartley, Groet, Bailey, Haywood, Longham, Brooks, Fauel, Cable and Cambel have showed up the best in practice and the team will be picked from them.

in practice and the team will be picked from them.

Efforts will soon be made by P. S. A. 7. officials to make arrangements for the high school crews next spring. The schools are unable to stand the heavy expense of buying shelts and housing them, so last year several of the Harlem River rowing clubs volunteered to lend their boats to the boys and also to coach them. Each school was taken in charge by a different club, and the crews trained hard for the race which was held on May 30. The High School of Commerce won, with De Witt Clinton second. The other crews entered were Stuyvesant, Townsend Harris and Manual. The clubs will be asked to give the schools the same privilege this year, and if they do, the race will be held with little trouble.

Dr. Gulick has made another attempt to solve the problem of classifying the school-

to give the schools the same privilege this vear, and if they do, the race will be held with little trouble.

Dr. Gulick has made another attempt to solve the problem of classifying the school-boy athletes for competitions. At first the boys were classified according to age, but there were two objections to this-first, many of the younger boys are larger than their elder brothers and thus have an advantage over them, secondly, the boys were not always strictly veracious in giving their ages, it was next attempted to classify them by weight, but some of the voungarers attempted to train down to a weight which was naturally too light for them and by so doing injured their health. All the efforts made by the P. S. A. L. to stop this practice were futile and a new system will have to be adopted. Dr. Gulick now suggests height as a basis of classification and this seems very practical, for the boys can hardly get around this, except by shortening themselves, and a means of doing that is yet to be discovered.

As it was impossible to secure an armory

As it was impossible to secure an armory for February 15 for the purpose of holding the elementary schools championship games, they have been postponed one week and will instead be held on February 22 at the Forty-seventh Regiment armory in Brooklyn. The trials for the P. S. A. L. athletic badge contest will close on June 1 instead of Decem-The trials for the P. S. A. L. athletic badge contest will close on June 1 instead of December 16 as heretofore. This will make it possible to hold the trials out doors instead of in, and will save the bother of securing armories for the purpose. The principals of the elementary schools have been asked to consider the following: "The question has been raised as to whether there are any other distances that could be run which would be more feasible for use in the schools and at the same time as useful as the distances that are now used in the button test and class athletics." The present distances are 60 and 100 yards for junior and senior elementary schoolboys, and 220 yards for high school boys. Mr. Marsh, the athletic director of DeWitt Clinton High School, has adopted a system of class athletics similar to that used in the elementary schools. Its purpose is to bring the benefits of athletics to the mass of schoolboys. Each boy makes trials in the running bight the purpose is the business that her wond the use one benefits of athletics to the mins of school-poys. Each boy makes trials in the running high vinus, chimning the bar and the 110 yard run. His mark is estimated using as a basis 30 possible points, and the per cent, of each form and class in the school is taken, the system has been confusiastically re-served and the results have been very satis-

Ziegler has been chosen to lead the Rutgers Ziegler has been chosen to lead the Eutgern Prep football team this year. Ziegler received 3 votes and Todd 5.

At a recent meeting of the Long Island Interscholtstie Athletic League, which now consists of Poly Prep and Erasmus Hall, the following schedule for league games between the two schools was made out: Football, Thanksgiving Day; baseball, Decoration Day and second Squirday in May; basketball, Washington's Birthday.

CHESS.

Capablanca, the Columbia College Expert, Matched With Julius Finn.

José R. Capablanca, the young Cuban chess prodigy and the best player at Columbia University, is to meet Julius Finn, the New York State champion, in a match game. Finn is regarded as one of the strongest exponents of the game in this country next to Dr. Lasker, and both these experts regard young Capablanca very highly and rank him as the equal of a master. Not long ago Capablanca reached the final round of a rapid transit tournament with the world's champion, and in the playoff Dr. Lasker was beaten. Unavailing efforts have been made to arrange match games between the young

beaten. Unavailing efforts have been made to arrange match games between the young Cuban and Dr. Lasker or Herr Mieses, the visiting German master.

In the matter of the international cable chess match which the Manhattan and Berlin Chess clubs are expected to arrange negotiations have come to a halt for the reason that the Germans seem inclined to include players who have taken part in international tournaments. The challenge was first issued with the understanding that these players be excluded, but in order that the match of two years ago, which was won by the Manhattans, should not be interfered with the point was waived. Now, however, the New Yorkers propose to adhere to the original terms.

In the pending championship of the Manhattan Chess Club Albert Pulvermacher has assumed the lead with a score of 7 points out of 9. Next in order are H. Rosenfeld, 8 to 3; L. B. Meyer, 5 to 2; M. Avala, 5 to 4; J. M. Hanham, 45 to 3; E. Delmar, 3% to 3; G. H. Koehler, 3 to 3.

Herr Jacques Mieses, the German chess master, has been visiting Harrisburg, Pa. Baltimore and Washington. In Harrisburg he lost two and drew two out of more than fifty games played by him. In Baltimore he encountered nineteen players simultaneously, winning 14 and losing 5. A strong team of twenty-four was pitted against Herr Mieses at the capital and the master won 17, loat 1 and drew 6. Mieses will make a trip to the West, visiting St. Louis, Chicago, Milwaukee, St. Paul, Minneapolis and other centres. Then he will cross the border and journey to Toronto and Montreal.

In a match on four boards between the chess team of New York University and the Polytechnic Institute of Brookhlyn on Friday the former won by the score of 4 to 0. Franklin F. Russell, former champion of the Brooklyn Boys' High School, headed the New York University team, and because of a vacancy on his team he played both the opponents chosen to play at the first and fourth boards on the Brooklyn team. He placed both wins in the university probably will make application for memb

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LIPTON CUP FOR FISHERMEN. Conditions Framed by Sir Thomas for the

Annual Race. Sir Thomas Lipton last year gave a cup and prizes for which fishermen sailing to the Grand Banks competed in a race sailed off Gloucester. It was won by Provincetown. fishermen of Provincetown in which he exbe arranged by the Selectmen of Province deed of gift, which accompanies the letter

"Conditions governing the Lipton chaffenge cup for fishermen. This cup shall be known as the Sir Thomas J. Lipton Challenge Cup for Fishermen.

"This cup shall be open to competition without time allowance, between vessels owned in Massachusetts, and shall be sailed for not oftener than once a year in Massachusetts Bay, over a course not less "When won the cup shall p "When won the cup shall pass into the custody of the Mayor or Selectmen of the city or town from which the winning vessel

city or town from which the winning vessel hails, and shall be held subject to challenge from any other city or town in Massachusetts, on behalf of one or more of its vessels, to sail against an equal number of vessels from the city or town holding the cup. Should more than one challenge be received in any year the defenders of the cup shall sail against all the challengers at the same time, but may start only as many vessels in the race as the city or town starting the greatest number.

number.
Dates and other arrangements for a race for this cup shall be subject to mutual agreement between the Mayor and Selectmen negotiating for the race.
The name of the winning vessel and the name of her captain shall be engraved after each race on a shield attached to the base of the cup. name of her capian shall attached to the base of the cup.

"This cup shall become the property of the city or town for which it is won three times and shall remain in the custody of the Mayor or Selectmen at the city hall of town house."

AUTOMOBILE NOTES,

"Good roads" is a subject of such absorbing in terest in all parts of our country that any informacent which has been tried out at the Pope-Toledo factory with good results. This is said to add a high degree of efficiency to speedways and driveways. outevards, &c., as well as being beneficial to heavy roads. The Pope Toledo plant covers a large area. At the rear of the factory buildings is a circular speedway, while between the buildings are driveways. These roads are subject to very severe use from testing cars constantly passing over them. going out and returning to the factory, generally at great speed, heavy traine of large trucks, heavy loaded touring cars, &c. Naturally these drive and speedways were quite dust nuisances, to say nothing of the constant repair work to keep the

roadbed in condition. Much experimenting has been done, and the Poperoad treatment which gives excellent results and is very economical. The Popes have aiways been prominent in "good roads" movements, and these experiments have been as much in behalf of good roads generally as for the preservation of their own roads. The Pope-Toledo factory has its own steel treating furnaces, some oil heated. They take the sediment from the oil used in the heaters, which is crude oil, and with an ordinary sprinkling can such as is found around any flower garden sprinkle this oil over the surface of the roads. Three treatments a season, it is said, make the roadbeds waterproof, lay the dist and prevent ruts, breaking of embankments, &c. They believe that the average road, first given the proper surface make ready and then given this off treatment, will soon show decided improvement in wearing qual-ties, easier riding, absence of dust, &c.

One of the most important changes which have taken place in the automobile trade recently is that which bears upon the future career of the Mora. This motor car, whose rise in popular favor during the last two seasons has been re markable, will from now on be handled in a branch house of its own in New York city under the management of W. W. Burke, Mr. Burke needs no troduction to New Yorkers, for he has been ident

aggment of W. W. Burke. Mr. Burke needs no introduction to New Yorkers, for he has been identified with the automobile industry practically since its inception. As far as the metropolis is concerned, he is best remembered as the general manager during the most prosperous year of what has been called the largest corporation in the automobile industry.

It is on record that Mr. Burke is one of the most critical judges of motor cars in the trade and the mere fact that he has accepted the management of the Mora New York branch speaks well for its future. Preparations have geen going on apace at Pifty second street and Broadway for the last two weeks and everything to how shipshape for the reception of the public. The 1808 Mora consists of four cylinder and six cylinder models with several distinct types of bodies. Eyery one is tamiliar with the great record made by a 1807 Mora four cylinder Racytype with the bonnet sealed. This performance was characterized by Motor Age as a remarkable performance and worth; the emulation of the buildiers of foreign cars. The 1808 Mora Six, Mr. Burkts predicts, will set a standard for symmetry, lightness, power, strength; speed and price that six cylinder advocates alone can appreciate. The first of the latter models arrived on Wednesday and is on exhibition at the new head-quarters.

A phase of the retailing of automobiles which looked as if it might cause considerable worry this season has adjusted liself, and this is the second hand proposition. A great number of alley are made each season in which the old car of the purchasers have sprung up within the old car of the purchasers have sprung up within the last year who waich the auto trade kerniy and snap



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BRIARCLIFF MODEL

TEN LOZIER SHAFT-DRIVE 45 H. P. RACING CARS will be built for road racing purposes, and are to be known as the "BRIARCLIFF MODEL," In competition with the fastest stock cars in the world, TWO OF THEM will be driven by MICHENER and MULFORD in the BRIARCLIFF STOCK CAR ROAD RACE, APRIL 24, 1908.

THE OTHER EIGHT ARE OFFERED FOR SALE. THE BRIARCLIFF MODEL will be very fast and powerful, and possess all the sturdy qualities of endurance which have made LOZIER MOTOR CARS famous. They will have low front seats, short shift-gear levers, long, low and rakish steering

suitable for private use on the road. Q PRICE, \$5,000—DELIVERY MARCH 15

column in fact, a racing model throughout, but entirely

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CARS

These cars embody many features that our experience has taught us satisfy the exacting requirements of the purchasers of high grade motor cars.

The HOL-TAN Coupe Town Car now on exhibition at our temporary office. Price. \$4,000.

THE HOLTAN CO.

Two lately completed 40 H. P. FIAT Limousines (Locke & Co.) for immediate delivery.

These cars were built and equipped for an anticipated selling price of \$10,000. Their equipment was not cheapened in view of the present reduction in prices. They can be purchased at a lower figure than ever before advertised in this country.

THE HOLTAN CO.

244-250 West 49th St., New York. Phone 2406 Bryant. Temporary Office, 1778 Broadway. Phone 2300 Columbus.

up the make of car they are after the minute it is placed on the market. They reason thus: If a purchaser of a certaincut after a year or so service sees fit to buy an up to date model of the same make he must know what he is about, and they are willing to take a chance on the old one. The consequence is that several of the best known operators in New York find themselves very offen in a quandary how to supply this new line of customers.

in a quandary how to supply this new line of customers.

The Oldsmobile Company of New York is one of the concerns which are exceptionally careful of their second hand effentele, and every earlt sends through is sold only after it has been accefully overhauled and passed through an efficiency test. Gen. John T. Cutting of the above firm reports business in all 1908 models brisk and to the point. Sales are now a matter of daily routine and deliveries of 1908 machines are being made on schedule. The Oldsmobile six cylinder demonstrating car arrived the Wednesday. After its initial tryout, in which the proved itself worthy of the fame that preceded c. it. was as once started out to clean up the list of patient prospects who have been registered for demonstration.

up the list of patient prospects who have been registered for demonstration.

E. C. Morse, commercial manager of the E. R. Thomas Motor Company, is in the city for the purpose of making final arrangements for the hirst delivery of the Thomas taxicabs. The Thomas taxicabs are intended for the best trade, and siready large orders have been booked by the companies holding the livery privileges at the large hotels and clubs. "Our cabs have already been tried out in Chicago and Buffelo and are giving excellent satisfaction," said Mr. Morse. The engineers who designed these vehicles have spent years in Europe and have gone into the minute details of differences between American and European requirements.

Following the well known policy of the Thomas company, these cabs are of the highest quality of workmanship and material and ace buils with a partifular view to their economical operation, and maintenance. They are also so simple in their operations that the drivers of horse drawn vehicles are able to haadle them without the least trouble after they have received two or inree lessons. The powerful little, four, cylinder, motor is composed of but two castlings ignition is by single magneto, the oiling is quite automatic; the change speed gean is enclosed on the real set and the speed acoutrol of the motor is by single hand lever on the top of the steering wheel. Mr. Morse is making his headquarters with the Harry S. Houpt Company, Staty third street and Broadway, the local Thomas representative, where the taxicab is being denominated.

Preparations for the Syracuse automobile show to be given by the H. M. Frabkith Manufacturing

Preparations for the Syracuse automobile show to be given by the H. M. Franklin Manufacturing Company damasy is darks 30 and marriy completed. The exhibition, which is the only automobile in central New York, is attracting considerable attention in Syracuse and the nearly towns. Automobile desilers from neighboring towns are arranging to attent and bring with them owners and others interested in Franklin photor cars. The complete exhibits of the company from the New York and Chicago shows will be shown besides several new types tust perfected. Among the accessory makers who will have space are the plannout Rubber Company, the J. F. Goodrica Company, the findger brass Company, the Rush-usore Dynamo Works, the Roberts Bosch Company, the Fitisheld Spark Coll Company, the Monogram Works the Roberts Bosch Company, the Company and several local concerns.

Special compliants will, be laid on exhibits showing the methods of manufacture and the development. Of motor car construction. The majung of crask sanafts, cylinders and toocentels who should be constructed of frames and bodies will be shown in setail. Testing manufacture and the construction of frames and bodies will be shown in setail. Testing manufacture and the construction of frames

A1 AUTO BARGAINS.

nds, Maxwells, Cadillacs, Corbins, Autority of Tourists, Rainiers, Pope Hartfords, 200 unusual opportunities at low prices, CLEARING SALE OF AUTO BODIES B' way Auto Ex., 239-245 W. 56th St.

hines from the experimental laboratories of the chines from the axperimental laboratories of the Franklin company will be displayed with some of the results of the tests. In addition to the exhibition of raw and finished material, a stereopticon lecture, given afternoon and evening, will show the development of the automobile industry and of the Franklin company. The show will inaugurate a vigorous movement in the campaign for good roads in central New York, and a part of the lecture, will be devoted to this. Engineering students from Syracuse University will attend the show on Wednesday, January 29, accompanied by a number of faculty members, and special-plans have been made for their reception.

A satisfied customer is certainly a great asset to any automobile consern and those who have made endeavor in this direction are reaping their reward. A case in point happened at R. M. Owen & Co. s place recently. A prospective customer came to look over a single cylinder Reo, on the recommendation of a friend who had one in use for years. Beliar convinced of its adaptability for his purpose and pleased with the courteous treatment he met with, he purchased one for his wife. Right on the heels of this he ordered a two-cylinder Reo for him self, and this was followed up by orders from two of his relatives for similar cars all of which illustrates the old adage, "Great oaks from little acorns grow,"

Harry Michener, the Lozier-demonstrator, is happy in the possession of a new six cylinder shaft drive and is on a still hunt for hills which the ear cannot climb on gear. Up to date he has not been successful. David Mahaney has placed an order for one of the Lozier six models to be equipped with a runsbout body. This car, like all of the new-Lozier models, has the direct drive on third speed. The fourth speed is a racing gear, and with the six cylinder runabout equipment gives a speed of seventy miles an hour.

The Palmer & Singer Manufacturing Company are moving this week into their new building at 1650, 1622 and 1624 Broadway, from which address the Simplex the Issoif Fraschini and three lines of Palmer & Singer cars will be marketed. The four garage floors, which accommodate over Issoars, are already rapidly filling with the cars of residents in the Circle district.

To win any part of the \$2,300 prize money offered by the Winton Company to Six Teen Six chaufeurs, the contestant must show at least 3,000 miles of travel. Awards will be based on repair expense ayerage.

A good sign of the amount of activity being shown in the automobile business is the fact that several of the factories are reporting large in creases in orders. The Autocar Company at Ardmore thas increased its working force of percent, during the last fen days, and rven with this lacrease the factory has hard work to keep the production up to the orders. Autocar dealers inpough out the country report an unprecedence thember, of live prospects and predict an unusually good early spring business.